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because this instrument satisfies the love of music that is born in every one of us; freshens the tired mind and lightens the cares and worries of every-day life.

because the Victor-Victrola brings to you the best music of all the world and gives you a complete understanding of the masterpieces of the great composers.

because the Victor-Victrola places at your command the services of the world's greatest singers and musicians.

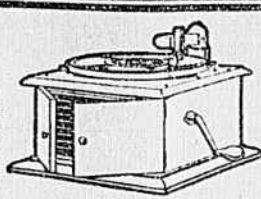
because the Victor-Victrola is universally recognized as the world's greatest musical instrument, and has awakened millions to a proper appreciation of music.

because with Victor-Victrolas from \$15 to \$200 no home can afford to be without one of these wonderful instruments.

because any Victor dealer will gladly play any music you wish to hear and demonstrate to you the Victor-Victrola.

Always use Victor Records played with Victor Needles—there is no other way to get the unequalled Victor tone.

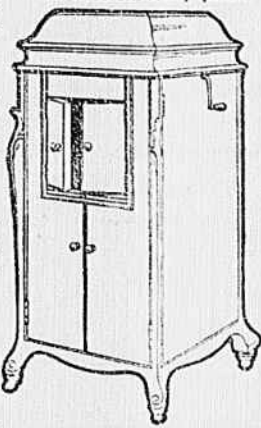
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Victor Fibre Needles, 50 cents per 100 (can be re-pointed and used eight times)
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Victor-Victrola IV, \$15



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Victor-Victrola

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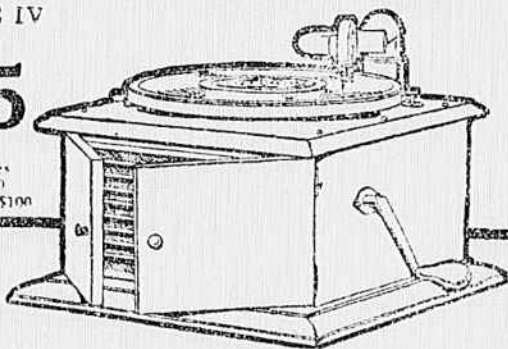
Walter D. Moses & Co.

Victor-Victrola

STYLE IV

\$15

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"Can I hear Caruso and Melba on this \$15 Victor-Victrola? Will it bring to me the superb art of Paderewski and Kukulik? Does it play the delightful selections by Sousa's Band and Victor Herbert's Orchestra?"

Yes, and thousands of other beautiful numbers—everything from exquisite operatic arias like the famous "Sextet from Lucia" to such lively ditties as "Alexander's Ragtime Band."

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Visit our Victor Department to-day. We will gladly demonstrate to you the wonderful instrument. TERMS TO SUIT.

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Crafts

121 East Broad Street.

QUIETLY MEN WAIT FOR CERTAIN DEATH AS SHIP GOES DOWN

(Continued from Sixth Page.)

When I asked him, said Lightoller, "Did you see the women and children in the boats? He answered yes, lower away. I don't know how long the vessel was afloat. I was told that it sank at 2:20. We came to that conclusion afterwards, but no officer told me the exact time."

Lightoller then described the operation of loading the boats and what happened to him. There was a collapsible boat on the top of the officers' quarters. It was not an unusual place for the boat. The boat was cut away. As it went over the side Lightoller said that a number of men jumped on it. It was the boat which he found overturned later on, with no one in it.

"On top of the officers' quarters there was nothing to be done. The last boat had been sent away. The ship took a dive. I faced forward. I also took a dive. As I went under the water I was pulled to the grating over the engine room. I do not know how long I was there. I do know that my head was under water. Then this explosion, or whatever it was, blew me clear out of the water. I did not see debris then. I was not thrown far from the ship. I was partly away from it. At the last moment I was drawn in and rushed into her I was drawn in and against the Griddle grate over the funnel draft pipe. I do not know how I was released. I think the boilers must have exploded again."

"Where did you find yourself next—on the raft or near?"

Many to the Water.

"I was in the same position, but the boat had come around. There it was, overturned. There was no one in it then. I think Colonel A. Gracie had been sucked under the boat. When I got to the overturned boat I fell within four inches of the boat."

TAKE SURVIVORS FROM LIFEBOATS

(Continued from First Page.)

to north 52 west, true fifty-eight miles from my position.

Orders All Speed Possible.

"Then I sent for the chief engineer and ordered him to call another watch of stokers, and make all speed possible to reach the Titanic. Then I gave the first officer orders to knock off all routine work, prepare all lifeboats for an emergency. Then I called the chief officer, the purser, the English doctor and the chief steward and issued orders that the English doctor, with his assistants, should remain in the first saloon, the Italian in the second cabin and the Hungarian in the storeroom, in readiness to attend to the possible sufferings of those that might be brought on board. Each doctor was to be fully supplied with necessities of every kind. The purser and the steward were deputed to assist with the reception of survivors on board and their disposition, and orders were issued to keep the staterooms clear of the decks and out of the dining room, so they would not be in the way when the survivors were received. The chief steward was also ordered to have coffee, tea and soup in the dining saloon, and also to have blankets there and on deck in readiness. My cabin and all the officers' cabins were given up, and the dining room and smoking room were given up for the use of those coming, and all berthing spaces were turned over for them. All hands were ordered called, the boats were slung out, and at each gangway were placed officers."

"We made the fifty-eight miles in three and a half hours. I stopped the engines at 4 o'clock, when we were close to the first boat. But it was 2:40 o'clock that we made out a flare about half a point on the port bow, which we took to be the Titanic itself. The light seemed so high I was almost sure the Titanic must still be afloat. It was a little after that that we made out an iceberg on our port bow. Between 2:15 and 4 o'clock we were passing icebergs on either side of us. At 4:10 the first boat was alongside. But just before getting to it I saw an iceberg ahead, and had to starboard my helm."

Reached First Boat.

"The first boat which I picked up was in charge of an officer. I saw he was not in control of her. He swung out that he had only one seaman, so I had to maneuver a little to get him alongside. By the time we had got the first lot on board it was making day, and then I saw about me the rest of the boats. In the neighborhood also were about twenty icebergs, ranging from 150 to 200 feet high, with numerous smaller ones. Of the kind we call 'growlers,' running up to ten or twelve feet in height. We had all the people from the boats on board by 8:30 o'clock. We were then very close to where the Titanic had gone down, where a lot of wreckage, broken-up stuff, but nothing definite was floating about. At 8 o'clock the Leyland liner Californian had come up and asked if she should search the sound. I asked her please to do so. Immediately after this survivors were on board we had a prayer service of thanksgiving for the service."

"I saw only one body floating in the water," said Captain Rostron, in answer to a question from Senator Smith. "It was a man, and had a life preserver on. Apparently it was one of the crew. It was only a hundred yards from the ship and could be plainly seen, lying on one side, the head washed. I did not take it aboard. From the boats we took three dead men. They had died of exposure. Another man, one of the crew, was brought on board and died that morning at 10 o'clock. He and the others were buried at 1 o'clock in the afternoon. One of my own officers and those of the Titanic identified the body as far as possible."

Given Names to Cruiser.

"My purser told me," he said, "that they got alongside of the ship, and bore up splendidly when they were brought on board."

"How many lifeboats were there," he was asked.

"We had fifteen boats alongside of us with passengers in them. I saw one lifeboat close to the ship which had been abandoned because it was in a sinking condition. The occupants had been taken out by another boat. Two of the fifteen boats were the collapsible kind, low flat rafts, with collapsible canvas sides. Each would hold from sixty to seventy-five comfortably. We found one collapsible boat capsized among the wreckage," he said. "We took the boats on board, leaving some of them on our davits."

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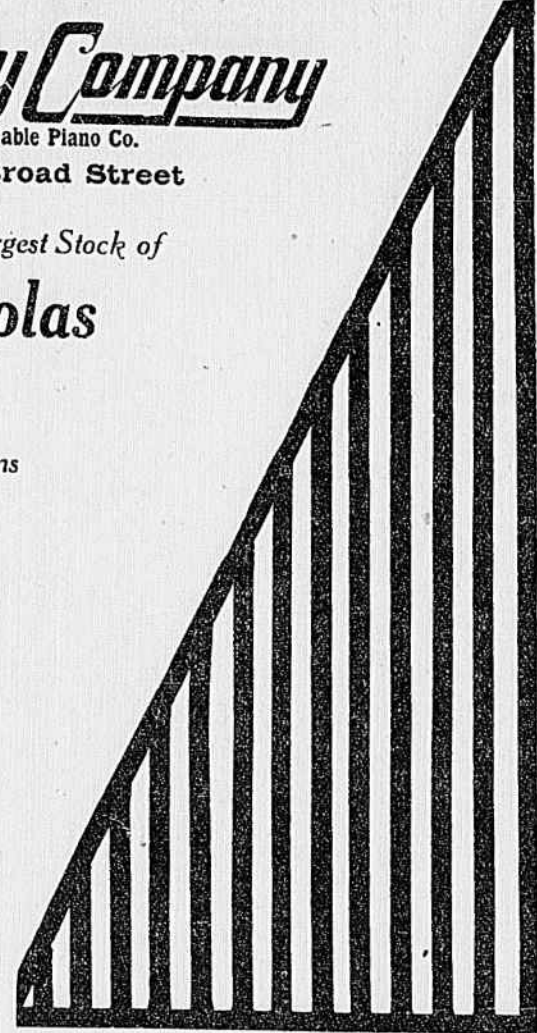
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the Olympic had sent a message asking if Major Butt was on board, but that is the only message of the kind I know of. We had a message from the scout cruiser Chester, saying that the President was anxious about the passengers of the Titanic, and then the captain of the Chester told me he was coming to take the names of the passengers. I told him the names of the first and second cabin passengers, and then he agreed to take the names of the steerage."

"Was any attempt made to influence you about sending messages?" Senator Smith asked.

"From first to last I took charge of every message to be sent. We just took with the Olympic sometime early Tuesday morning. Our operator was constantly at his instrument. I had absolutely no knowledge that the President of the United States wished to communicate with the ship."

"Was any attempt made to withhold a reply?"

"My Lord!" ejaculated the captain. "I hope not. No one on the ship attempted in any way to impose a censorship but myself."

Captain Rostron mentioned that the wireless equipment of the Carpathia was good for only 200 miles under exceptional conditions, under ordinary, for not more than 100. During fog, mist or snow it would not carry more than fifty to 100 miles. The whole thing, he added, was providential.

"Our wireless operator was not supposed to be on duty at all. He was taking off his boots preparatory to going to bed. In ten minutes more we should not have heard the Olympic's message."

Captain Rostron was asked particularly if the Titanic's boats were supplied with water and food.

"As far as I can see," he said, "all the regulations had been complied with. There were bread tanks and water breakers on all the boats I noticed, and I saw bread in one of them."

Carpathia Sails Again.

New York, April 18.—Less than twenty-four hours after the Cunard Line steamer Carpathia came in as a rescue ship with 74 survivors of the Titanic disaster, she sailed again this afternoon for the Mediterranean, which she originally started upon last week. Just before the liner sailed the regulations had been complied with. There were bread tanks and water breakers on all the boats I noticed, and I saw bread in one of them."

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